BRIDGES SOON READY FOR SUBWAY TRAFFIC

Reconstruction Will End Before Routes Are Finished, Kracke Reports.

ONLY QUEENSBORO BEHIND

Mayor Commends Williamsburg Work as Great Engineering Feat.

All reconstruction work on the East River bridges made recessary by the Private bridges made recessary by the prospective demands of the dual subway and elevated system will be completed before trains are ready to use these transfluvial highways. Bridge Commissioner Kracke so reported to Mayor Mitchel yesterday.

The report is one of a series which the Mayor asked each department head to give, showing what they have done and what plans they have made since the first of the year. Mr. Mitchel's comment

what plans they have made since the first of the year. Mr. Mitchel's comment follows in part: "The keys to our new interborough sys-

tem of rapid transit, subway and elevated, are the bridges. Operation can be secured across the bridges long before it will be possible to complete the tunnels under the East River. Commissioner Kracke points out that the work of his department has been brought to a point where it is assured that the large and

where it is assured that the large and important reconstruction work upon the various bridges necessary before subway trains could be successfully operated across them will be completed in advance of the completion of the subway routes leading across them.

"The Centre street loop under the new Municipal Building connecting with the Brooklyn Bridge, it is estimated, will be completed by August 15 and will certainly be ready for operation not later than the early fall, thus relieving greatly the congestion of elevated trains at the Manhattan terminal of the Brooklyn Bridge. The only point at which the construction of a bridge may be behind the work of constructing the transit lines leading over it is on the Queensboro Bridge. The Bridge Commissioner calls attention to the necessity for the issue of \$2,200,000 of corporate stock for the reconstruction of this porate stock for the reconstruction of this bridge, in order to make it safe and ade-quate for the passage of heavy subway

and elevated trains.
"If the plans already adopted are to be carried out without change a speedy de-termination should be reached and the necessary bonds authorized by the Board of Estimate in order that this work may be done in anticipation of the completion of the Queens elevated extensions and the connection of the Second avenue elevated with these lines via the Queensboro

"A speedy conclusion should also be reached concerning the proper location and construction of a surface car terminal at the Manhattan end of this bridge, as the surface cars which now cross the bridge must be moved from the present subway station at the Manhattan end in order to give place to the Broad-way-Fifty-ninth street subway trains.

"The Bridge Department is to be com-mended upon the successful prosecution of the work of reconstructing the Williamsburg Bridge, where the removal of the tle pins at the Manhattan and Brooklyn ends of the structure and the substitution of pins of a thirteen inch diameter constitute one of the most remarkable en-gineering feats accomplished in bridge

construction.
"I am particularly gratified that the Bridge Commissioner has aiready been able to effect substantial economy and retrenchment in his department. He points out a reduction of upward of \$100,000 in the salary roll of the Bridge Department—this in addition to the large reduction made last December through cuts made

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JUNE 6, 9 A. M.

June 16, 11 A. M.

§ GRAF WALDERSEE. June 4, 2 P.M. | PRES. GRANT ... June 18, 1 P.M. | IMPERATOR ... June 6, 9 A.M. | \$PENNSYLVANIA ... June 25, 12 noon | IMPERATOR ... June 27, 12 noon | IMPERATOR ... June 27, 12 noon | IMPERATOR ... June 27, 12 noon | PRES. LINCOLN ... July 2, 11 A.M. | VATERLAND ... July 7, 10 A.M. | Second Cabin only. "Will call at Boulogne. Leaves from Brooklyn Pier.

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by the budget committee of the Board of Estimate. The other administrative changes and economies and the plans for future work outlined in the Commissioner's report all point to a painstaking study of his department with a view to carrying out the policy of the administra-tion of improving service coincidentally with the accomplishment of economy.'

WILL HUNT DINOSAURS AGAIN.

New Expedition for Museum. Barnum Brown will go back to the canyons of the Red Deer River region in Alberta, Canada, this summer to hunt for skeletons of dinosaurs for the Amer-ican Museum of Natural History. Mr. Brown probably has dug up more speci-

ther fossil hunter. One of his advance guards, P. C. Kalsen of the museum staff, goes into the Red Deer River field this week. Last year before leaving the same re

gion Mr. Brown and the members of his expedition found a number of valuable fossils, which they will dig up this summer. For four years the American Museum has been making a collection of dinosaurs from the Red Deer River region. In this period several hundred large cases have been filled, or alto-gether two and a half carloads of fossils. Mr. Brown is now preparing for exhibition in the museum a speciment of a crested dinosaur of the trachodon family; it is believed to be about 3,000,000 years old and is complete with the exception of

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Oceanie. ...June 13, noon.Oceanie. ...July 4

*Annerican Line Steamer. Pler 62.

New York—Queenstown—Liverpool(noon)
Baitle. ...June 4[Cedric. ...June 18

Adriatie. ...June 11 Cettie. ...June 25

Boston—Mediterranean—Italy.
Canopic. June 27, 11 A. M.; July 11.
Cretic. June 27, 11 A. M.; Aug. 1.

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Min'w'ka-June6. 8:30AMMinnet' ka June 20
Min'h'a-June13.10:30AMM'nn'p'lls. June 27

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